

Street Trees and Soil Volume



An Urban Design Perspective

Topics:

- Urban Design – What is it?
- Urban Design Values.
- Urban Design Values and Street Trees.
- City of Austin Street Tree Programs.
- Challenges and Improvements.
- A Context-Sensitive Approach.

Urban Design – What is it?

Urban Design is the process of shaping a city's physical form.

The primary palette of Urban Design is The Public Realm (parks, open space, streets, sidewalks, walkways, and bridges) and the relationship with its surroundings.

Urban design takes a **holistic approach** toward all the physical elements that make up a city.

Urban Design – What is it?

Holistic Approach

Considers multiple interests and values.

No single interest or value holds “the trump card.”

Context sensitive.

Balancing values.



Urban Design Values.

Urban Design Values.

People-Centered



Urban Design Values.

Commerce/Economy



Urban Design Values.

Mobility



Urban Design Values.

Community Building



Urban Design Values.

Art



Urban Design Values.

Aesthetics



Urban Design Values.

Sustainability



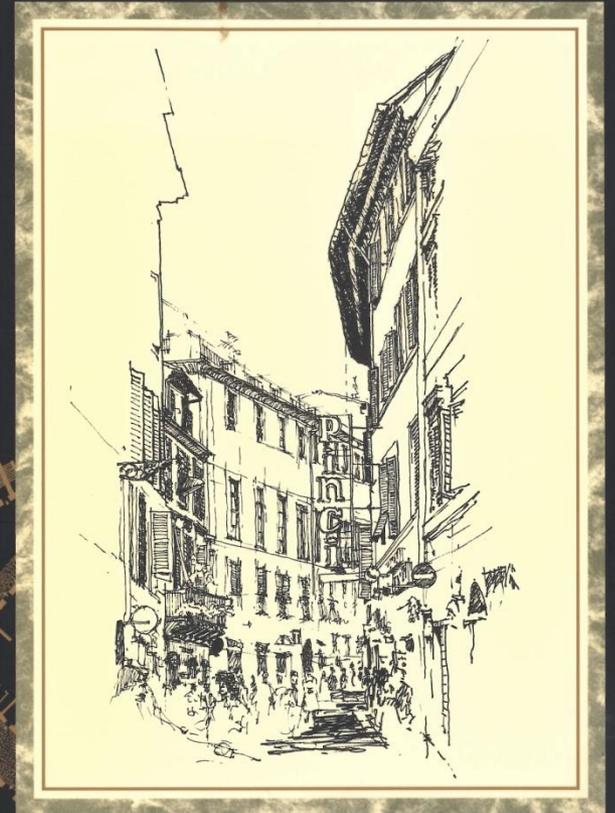
Urban Design Values and Street Trees.

“Given a limited budget, the most effective expenditure of funds to improve a street would probably be on trees.

Assuming trees are appropriate in the first place and that someone will take care of them, trees can transform a street more easily than any other physical improvement.

Moreover, for many people trees are the most important single characteristic of a good street.”

GREAT STREETS



ALLAN B. JACOBS

Urban Design Values and Street Trees.

People-Centered



Figure 1

Scale



Figure 2

Urban Design Values and Street Trees.

People-Centered



Safety

Urban Design Values and Street Trees.

People-Centered



Comfort

Urban Design Values and Street Trees.

Commerce/Economy



Businesses on treescaped streets show 12% higher income streams.

Urban Design Values and Street Trees.

Mobility



Urban Design Values and Street Trees.

Community Building



Urban Design Values and Street Trees.

Art



Urban Design Values and Street Trees.

Aesthetics

The Beauty of Nature



Urban Design Values and Street Trees.

Aesthetics



Define the space of the street

Urban Design Values and Street Trees.

Aesthetics

Define the character of the street



Urban Design Values and Street Trees.

Aesthetics

Filter Sunlight – Provide Shade



Urban Design Values and Street Trees.

Aesthetics

Filter Sunlight – Provide Shade



City of Austin Street Tree Programs.

Great Streets Program

University Neighborhood Overlay

Streetscape Programs Based on Roadway Types:

- Subchapter E (Design Standards)
- Transit-Oriented Districts

City of Austin Street Tree Programs.

Great Streets Program – City Council Directives

“The City Manager is directed to ensure that . . . The finalized Downtown Great Streets Master Plan be implemented to ensure that each emerging project throughout the downtown has consistent streetscape and public right-of-way improvements. . .” (Res. 001214-76)

“The City Council adopts for implementation . . . The Great Streets Master Plan streetscape standards to ensure that downtown has a consistent look and feel . . .”(Res. 021205-66A)

City of Austin Street Tree Programs.

Great Streets Program

Great Streets Master Plan Implementation



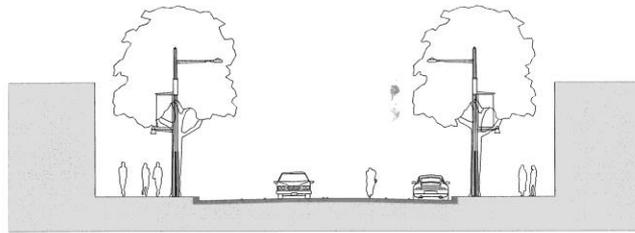
- Legend**
- Planned CIP's (Capital Improvement Project)
 - Planned GSDP's/GSMP
 - Under Construction CIP's
 - Under Construction GSDP's/GSMP
 - Completed
 - Great Streets Development Program (GSDP) Boundary
 - Great Streets Master Plan (GSMP) Boundary



City of Austin Street Tree Programs.

Great Streets Program

Streetscape Standards



TRANSVERSE STREET SECTION
MIXED MODE STREET

0 5' 10'

Mixed Mode Street

The Mixed Mode Street is the most frequently recommended Great Streets type for downtown Austin. It is the most prevalent street, and best exemplifies the transportation mode hierarchy recommended in the Downtown Austin Design Guidelines.

1. Pedestrian
2. Transit
3. Bicycle
4. Automobile

The street is designed for slow-moving vehicles involved in street activity such as parking and passenger drop-off rather than through-traffic. Standard eighteen-foot sidewalks on either side allow for two-way, two-lane traffic with parking on both sides, all within the standard 44-foot curb-to-curb distance.

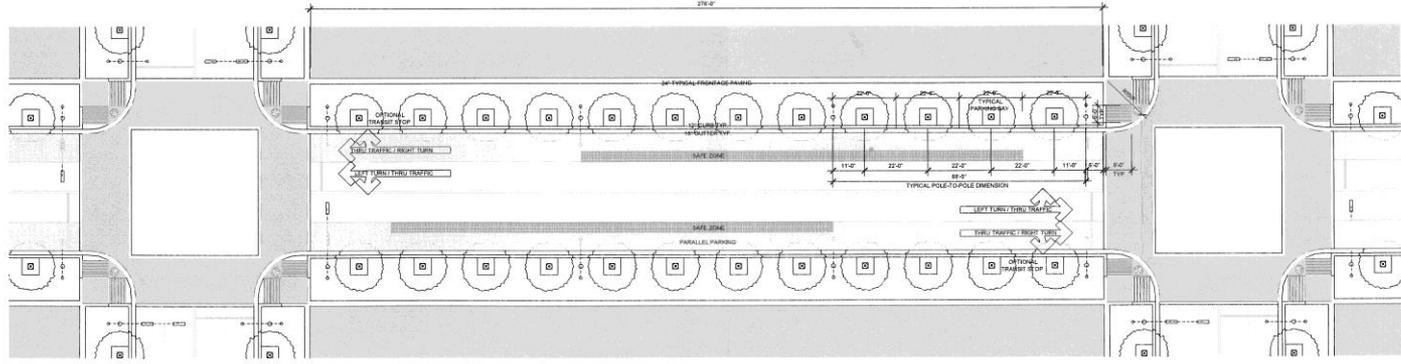
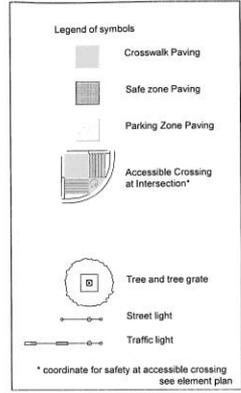
Each parking lane consists of seven feet six inches for parking and four feet for a "Safe Zone". The "Safe Zone" is the extra four feet that protects people as they enter or exit the driver's side of a parked car. This zone also gives four feet of additional space for cyclists using the street. The "Safe Zone" should be marked by a change in paving color and bicycle-friendly texture from both the travel lane and the adjacent parking spaces.

Proposed Mixed-Mode Streets include:

- | | |
|--------------------|-------------------------------------|
| Eight Street | West Avenue (north of Sixth Street) |
| Ninth Street | Rio Grande Street |
| Tenth Street | San Antonio Street |
| Thirteenth Street | Colorado Street |
| Fourteenth Street | Brazos Street |
| Sixteenth Street | Naches Street |
| Seventeenth Street | Sabine Street |

Transit service and accommodation on this street type to be coordinated with Capital Metropolitan Transportation Authority.

For dimensional geometrics of all other streetscape appearances, refer to streetscape elements and standards.



STREET PLAN
MIXED MODE STREET

0 5' 10' 5'

City of Austin
Department of Public Works
Austin, Texas 78701

GREAT STREETS TYPOLOGY
MIXED MODE STREET

1000 W. 4TH ST., STE. 100
AUSTIN, TEXAS 78703
PH: 512.478.4700 FAX: 512.478.4708
www.austintx.gov

City of Austin Street Tree Programs.

University Neighborhood Overlay

An incentive-based program:
Awards additional entitlements
(height or density) in return for
certain community benefits
including affordable housing
and tree-lined streetscapes.



City of Austin Street Tree Programs.

Road Type-Based Streetscape Programs:

Subchapter E (Design Standards)

Transit-Oriented Districts

City of Austin Street Tree Programs.

Subchapter E (Design Standards)

Primary Organizing Tool: **Roadway Type**

“This Subchapter recognizes that development should reflect and respond to its location within the city. For example, a commercial development in a suburban location can (and often should) look and function differently than a commercial development in downtown Austin.

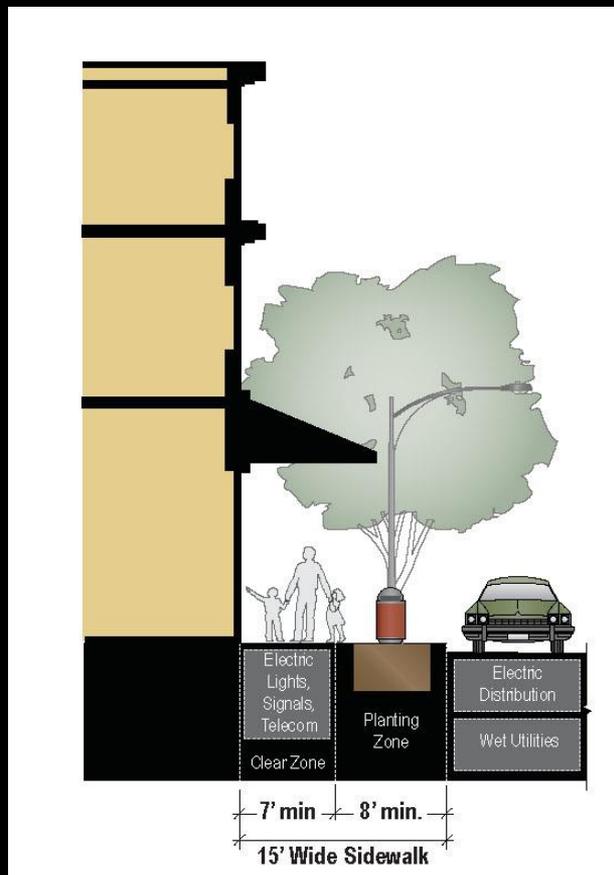
Because roadways provide both access to a site and define the urban design framework of the city, **roadway types have been used as an organizing tool to establish many of the new development standards in this Subchapter.**”

City of Austin Street Tree Programs.

Subchapter E (Design Standards)

Primary Organizing Tool: **Roadway Type**

Core Transit Corridor



City of Austin Street Tree Programs.

Subchapter E (Design Standards)

Primary Organizing Tool: **Roadway Type**

Core Transit Corridor

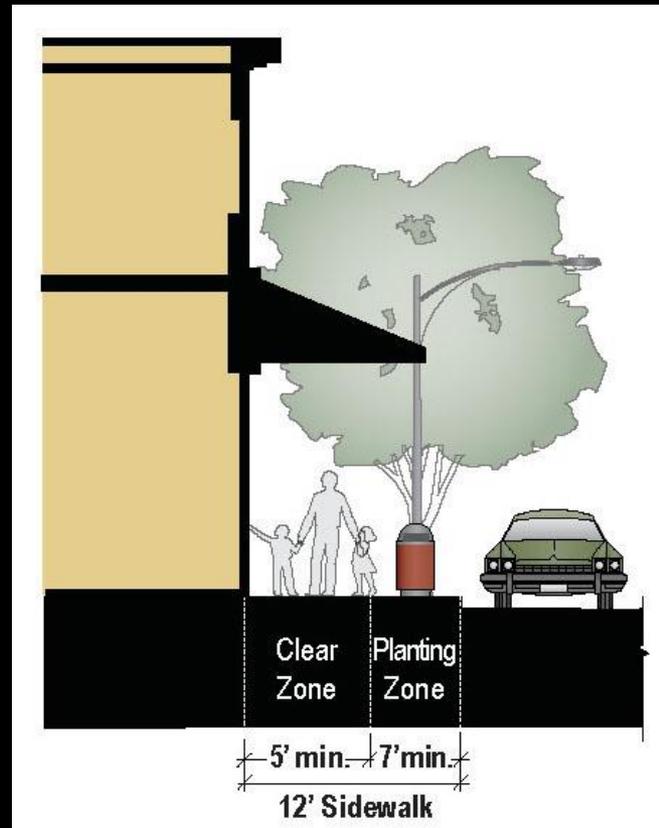


City of Austin Street Tree Programs.

Subchapter E (Design Standards)

Primary Organizing Tool: **Roadway Type**

Urban Roadway



City of Austin Street Tree Programs.

Subchapter E (Design Standards)

Primary Organizing Tool: **Roadway Type**

Urban Roadway



Challenges and Improvements.

Efforts for Continuous Improvement



Challenges and Improvements.

Efforts for Continuous Improvement



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Challenges and Improvements.

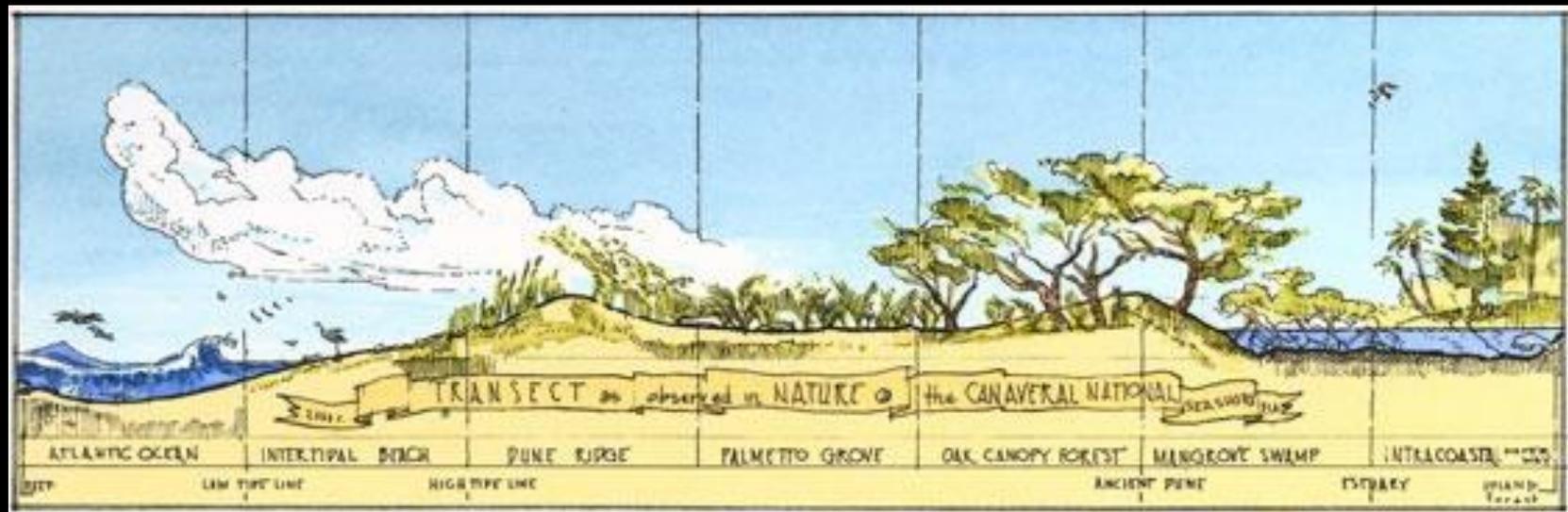
Efforts for Continuous Improvement



A Context-Sensitive Approach.

Informs how you balance competing values and find appropriate solutions. I.e., no one size fits all.

A Context-Sensitive Approach.



Transect/Continuum

A Context-Sensitive Approach.



A Context-Sensitive Approach.

People-Centered



Commerce



Mobility



Community Building



Art



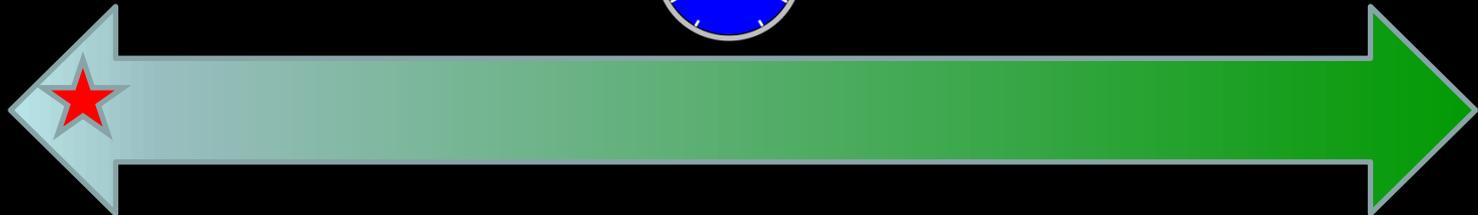
Aesthetics



Sustainability



Most Urban



Least Urban

Transect/Continuum

A Context-Sensitive Approach.

People-Centered



Commerce



Mobility



Sustainability



Community Building



Art



Aesthetics



Most Urban



Least Urban

Transect/Continuum

A Context-Sensitive Approach.

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Commerce



Mobility



Community Building



Art



Aesthetics



Sustainability



Most Urban

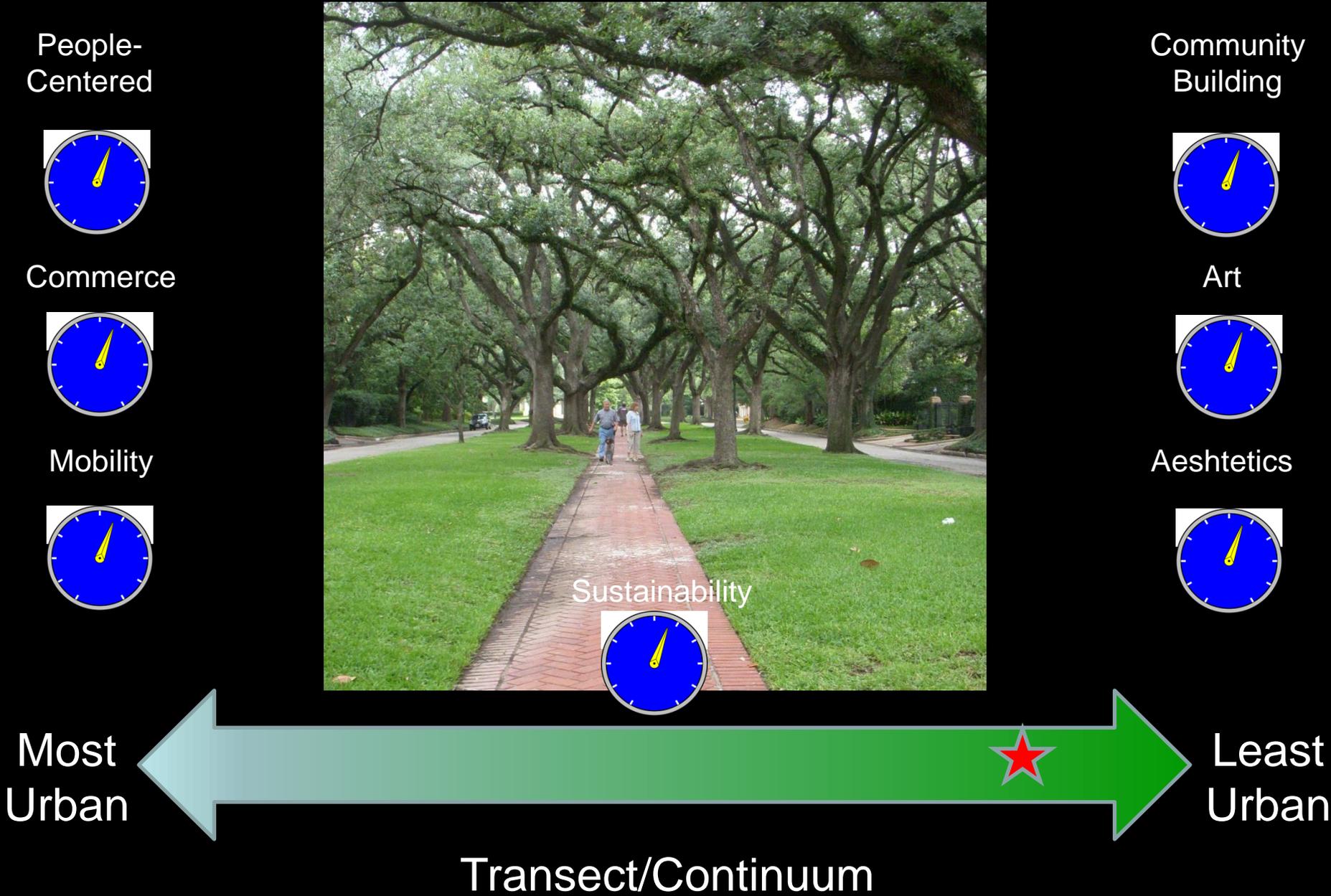


Least Urban



Transect/Continuum

A Context-Sensitive Approach.



Before and After



2nd Street

Before and After



2nd Street

Before and After



Colorado Street

Before and After



Colorado Street

Before and After



Colorado Street

Before and After



Colorado Street

Before and After



Cesar Chavez Street

Before and After



Cesar Chavez Street